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SINKING OF LUSITANIA.

Some Facts Connected With It That Are Receiving Consideration by Cool Heads.

The sinking of the Titanic on her maiden voyage was the greatest ocean disaster of modern times. Next to that comes the loss of life in the recent sinking of the Lusitania.

There is much excitement over the loss of the Lusitania and if it should develop that this country is drawn into war as a result then the Lusitania loss will prove the most appalling in the history of ocean travel, but no person of cool and reasonable mind expects such a thing. There is no need for such a dire result. If it does come it will be the fault of the United States and not of Germany.

LOOK AT THE FACTS

Some months ago England openly declared to the world that she would do all in her power to starve the millions of women and children of Germany and is still doing all possible to that end. Germany replied that unless England would permit food for non-combatants of Germany to reach the German nation, Germany would make an effort to blockade the waters around the British Isles. England did not yield and Germany began the blockade by sinking all vessels belonging to England and her allies that she could in the waters around the British Isles.

England controls the seas so far as warships go in that she can take all vessels into port and, after landing the crews and passengers, confiscate the ships and cargoes. Every one understands that a submarine can not do that and is forced to sink the ships where found, which the Germans have been doing. England has been charging them with violating the rules of war and humanity. Trying to starve millions of defenseless women and children is simply war, but for Germans to sink ships is piracy and murder.

The German government caused advertisements to appear in the New York papers warning the world that persons who took passage with English ships or the ships of her allies were doing so at the risk of their lives, when such vessels entered the prescribed war zone around the British Isles. The people gave no heed and as a result when the Lusitania was sunk a few days ago more than one hundred Americans were drowned. Those in sympathy with England and her allies charge that the drowning of a few people in the sinking of a ship that was carrying contraband of war is piracy and murder, but when England does all in her power to starve millions of German women and children that is legal warfare.

While it is proper for the President to protest to Germany over the loss of American lives, we have not in fact any standing in "court" for the people who lost their lives took passage on the Lusitania of their own free will and with full knowledge of the danger.

Germany will very likely continue just as she began so long as England persists in trying to starve German women and children.

The English have decided to intern all Germans of military age who are in England. All Germans are being discharged from the post offices they hold, the people refuse to sell them anything or have any business transactions with them. If that means anything it means that the English are trying to starve all Germans now in England. Hundreds of German shops have been attacked and more or less damaged, not because of anything they have done, but because they are Germans. It is to the credit of the English courts that they are punishing the rioters, but that does not change the attitude of the English people towards innocent people. The Germans in England had no more to do with the sinking of the Lusitania than the Germans in the United States, yet they are being made victims of the wrath of the English.

No one has heard of any such conditions in Germany in spite of the fact that England is trying to starve the whole German people in the name of war.

WEATHER REPORT.

For the Ohio Valley and Tennessee: Showers and continued cool the first half of the week, followed by generally fair and warmer weather the second half.

OLD RESIDENT LETTER.

Has Lived In County 83 Years and Remembers the Rawhide Sieve

Isoline, Tenn., May 17, 1915.

Editor Chronicle: I will write you a few facts concerning my past life, as I am numbered among the old men.

My parents emigrated from North Carolina to Tennessee and settled on Obed river at the place now known as Adams Ford. I was born in 1832.

People had a very hard time to live here at that time. There were very few inhabitants here then; people who lived eight or ten miles away were called near neighbors.

There weren't any mills in the country to grind grain and no railroads or wagon roads to bring it from other places. The only way we had to get bread was to holler out the end of a block of wood and beat our corn into meal with a mill. There were no sieves in this country and the people separated the meal from the bran by stretching a raw hide over a hoop and punching holes in it, and sifting it through the hide.

We raised our own corn and wheat. Later on people got to making what we called a hand mill; made in the same shape as a grist mill. We fed the mill by hand. That was the way we got our bread for many years.

People raised a few cattle, sheep and hogs. There fell a snow in March, 1843. There was not much raised the summer before for people or stock to eat. This snow was twenty-two inches deep and lay on the ground until some time in April. Stock nearly all died and people had a hard time to get another start. I was eleven years old in April after this snow fell in March.

At about the age of fourteen I took great interest in hunting and killing wild game, which was very plentiful. I would work in the spring and summer and hunt in fall and winter on up to 1855, when I was married to Mary E. Wyatt, daughter of James Wyatt. There were born to this union nine children, five boys and four girls, all of whom are living at this time and all living a short distance from me.

After I was married hunting was still the order of the day in fall and winter.

The war came on in 1861, but I was neutral. I took no hand in the war. I stayed at home and tended to my own affairs and was not bothered by anybody. But the war caused harder times than people had ever seen here before or since and I hope we will never have another.

After the war was over I served one term as justice of the peace in the county court. My wife and I lived a quiet and peaceable life. She was called away in 1904, at the age of sixty-nine years. I have forty-six grandchildren and twenty-seven great-grandchildren.

I could not tell how many people there are in Cumberland county that are related to the Adams family, unless I was taking the census.

I am now living with my youngest son, within one and one-half miles of the place where I was born. I have always lived within the bounds of Cumberland county. I am now eighty-three years of age. I was never in but seven counties beside Cumberland. I have never had a case in court.

I have seen many changes for the better along all lines of progress and people are having an easier time and more conveniences than they had fifty years ago.

I am not a subscriber to the Chronicle, but some of my neighbors are and they loan it to me. I like it very much.

With best wishes to the Chronicle and the people of the county.

W. J. Adams.

FIFTH DISTRICT ABOLISHED

The bill introduced by Senator T. E. Wilson to abolish the Fifth district of this county has passed both houses and been signed by the governor. That act puts Esquires A. M. Davis and G. W. Houston out of office and the people of their respective sections are forced to travel several miles further to handle their legal differences and these neighborhoods have been deprived of needed peace officers.

It is simply another act of spite on the part of Senator Wilson. The people of those neighborhoods will be very liable to "remember the Maine," when election time comes around again. From that viewpoint the republican politicians over the county will be glad.

SHERIFF RESIGNS.

Sheriff Toney has tendered his resignation to Judge G. P. Burnett to take effect June 5. Lack of remuneration in the office and other reasons are cause. Sheriff Toney may explain to the people through these columns later.

HIGHWAY ACT IS NOW LAW AND IS FOR \$200,000.

Carries \$125, for Dixie Highway, Memphis-to-Bristol Gets \$20,000 and Remaining \$55,000 Goes to Other County Roads.

OUTLOOK FOR SHORT ROUTE VERY PROMISING

Tennessee Section Thoroughly Organized and Eastern Kentucky and Cincinnati Said to Be In the Same Condition.

Judge E. G. Tollett returned from Nashville the Saturday and had with him a certified copy of the enabling act relative to voting bonds to build the Dixie highway through this county. As is the custom with local acts, this one will be authorized for publication in the Chronicle by the Secretary of State and will appear in full, but we herewith give in brief the most important features of the act.

\$200,000 AUTHORIZED

The act authorizes the sale of \$200,000 in five per cent bonds for the building of roads through the county. Of that amount \$125,000 is for the Dixie highway, but the act does not mention specifically the Dixie highway. It reads: "a road running northerly and southerly through said county."

\$20,000 FOR M.-TO-B. HIGHWAY

Twenty thousand dollars is set aside for completing the Memphis-to-Bristol highway and the remaining \$55,000 is to "be used in locating and grading other roads leading from and intersecting the two roads above specified."

The two roads meant are the Dixie highway and the Memphis-to-Bristol highway.

The act provides that all the bonds shall be sold at one time and that the commissioners shall have full power to locate all the roads, but it is understood that "locating" in the sense used does not mean that the commissioners shall have the power to designate between what points the roads shall be built, but that after the county court has designated the points between which the several roads shall be built the commission shall have the power to locate specifically the routes traversed by the several roads between the points designated.

FORTY YEAR BONDS

The bonds are to be signed by the County Court Clerk, are to be numbered beginning with one, shall be in amounts of \$500 each or multiples of that amount and shall have the official seal of the county affixed. The interest is to be paid semi-annually through coupons. The bonds are to mature in forty years from date of issue, but may be redeemed by the county at par after twenty years, at the option of the county.

CREATE SINKING FUND

A tax is to be levied sufficient to pay the interest and create a sinking fund sufficient to redeem the bonds at maturity. The trustee will collect the taxes for the bonds the same as other taxes, but is to receive only half the amount now allowed by law on other moneys for his trouble. The trustee is to pay the coupons and receive credit for same from the county the same as for cash. The trustee will be required to give additional security to cover the moneys handled as the result of the issue of said bonds. The money for which the bonds are sold will remain in the hands of the commissioners.

HIGHWAY COMMISSIONERS

The act provides for a board of Highway Commissioners consisting of three men competent to discharge the

duties. Senator Wilson designated J. W. Dorton, C. G. Black and J. A. Kemmer as the commissioners. They are given very broad powers in making rules governing the work, condemning property, paying for such property and locating the road over such property as the best interests of the road may demand. They are empowered to employ engineers, who will prepare estimates for the work and the commissioners are not allowed to pay more than the estimates for the work, but may reject any or all bids and re-advertise for other bids. All work is to be inspected and paid for with vouchers drawn by the commissioners, but 20 per cent of the amount of the contracts is to be held back until the work is completed and accepted. They may employ an attorney and his salary and all other expenses are to come out of the bond fund. The commissioners are empowered to determine the width of road and fix grade. They are empowered to accept aid from any association, the state or federal government. They are empowered to buy tools and do the work by the day, if conditions make it advisable.

MAY REMOVE COMMISSIONERS

Under certain conditions the county court may, by a two-thirds vote, remove any commissioner and the vacancy filled by the court. No member of the county court can serve as commissioner and none of the commissioners is allowed, under penalty of a fine of \$1,000 and imprisonment in the county workhouse for not less than six months, in any way to become interested in any of the contracts through a member of his family.

BONDS MUST BRING PAR

The bonds are to be sold by the commissioners, but may not be sold for less than par. The feeling is that such long term bonds at five per cent will bring a handsome premium. Contractors are to be paid every fifteen days.

MUST MAKE BOND

The commissioners are required to give bond through some guarantee company, said guarantee to be paid to the state for the benefit of the county, in the event of forfeiture. Each commissioner is required to make oath that he will discharge the duties to the best of his ability and not in any way become interested in any of the contracts.

The bill was approved May 15 and signed by the governor on that date.

Every indication now points to the Dixie Highway being routed through Crossville. When representatives from the five counties: Sequatchie, Bledsoe, Cumberland and Pickett, meet in Chattanooga today they will hold a conference and a capable man will be selected to appear before the commissioners and the Short Route will be presented in every detail with all possible force and as completely as time will permit.

Every county in Tennessee has had an enabling act passed whereby it can vote sufficient bonds to insure the completion of the road. That every county is keenly alive to the importance of the road and is willing to build its part goes without saying. The most important factor in favor of the Short Route is that it is over 100 miles shorter than the Nashville route, which is our strongest competitor.

IN KENTUCKY

Thirteen counties in Eastern Kentucky through which the line will pass, are thoroughly organized and will be there to use all possible influence to carry it to Cincinnati. It cannot go through Eastern Kentucky and to Cincinnati without coming by the Short Route.

There has been some effort made to arouse sentiment for the road to go via Knoxville, but no one expects it to go any such a round-about way as that.

CINCINNATI COMING

Cincinnati will be there with a special train carrying 200 people and they will spare no effort to carry it to that city. That again means that it must come through Crossville.

STRAIGHT SHOOT PROBABLE

The most probable route for the road to go is via Crossville and direct to Louisville as that will be the shortest possible way it can go. That would

mean that Eastern Kentucky and Cincinnati would build south and tap the highway at Albany, Kentucky. That would mean two good lines of road through the state. If the road goes direct to Louisville it is very probable that the road from Nashville to Louisville would be built also, which would give three lines of road through Kentucky: One would serve Western Kentucky, one the middle and the other the eastern section.

JAMES HOLDS TRUMP CARD

Nashville has practically given up all hope of securing the road. The feeling is strong with many that C. E. James holds the trump card in the charter. While he, as president of the Dixie Highway Association in this state, has agreed to turn over the charter, there is a general feeling that such a course will not be followed until the location of the line is assured over the route most desired by him and Chattanooga, that is unquestionably the Short Route. Several persons feel that ever since the Louisville meeting the Short Route has been practically sure of the road, but such a statement could not be publicly made as it would put the locators in a bad attitude before the competing sections.

SHORT LINE WILL BE BUILT

Several times the Chronicle has made the statement that the Short Route would be built regardless of the location of the official route. The assurance that will be the outcome, in the possible event it is not routed this way, was never so strong as at this time. All the counties in this state are so situated that the funds for building can surely be secured and the feeling is almost universal that once this line is built it will get the travel regardless of the location of the official route.

In view of all conditions it is hard to see how the Short Route can fail to secure the coveted prize. The question is liable not to be settled on one day or in two, but that does not militate against the Short Route.

BOND ISSUE.

Quarterly court met in special session today and voted the \$200,000 in bonds conditionally on the official route being located via Crossville.

RUNAWAY MARRIAGE

Results In Attempted Assault Upon Rev. C. V. Bellamy.

Monday forenoon Rev. C. V. Bellamy married Miss Laura Dayton and Frank Campbell. The young couple made an effort to get married Sunday and were overtaken by her father, Fielding Dayton, and the marriage was prevented.

Monday Mr. Campbell and Leo Dayton, brother of the girl, went to the home of Rev. Bellamy and arranged for him to marry them. At the time Rev. Bellamy asked the men if it was a runaway match and if the parents objected. They replied that it was not a runaway match and that if there were any objections they did not know of it.

When the bride and groom came a little later to have Rev. Bellamy perform the ceremony he put the same questions and received the same answers. Rev. Bellamy further asked the age of the girl and they stated that she was 18 years of age. He then performed the ceremony, but not until he had two witnesses present. It seems the girl will be 18 in September.

Monday afternoon the father of the girl, Fielding Dayton, met Rev. Bellamy on the street and used abusive language to him and finally attempted to strike the minister with a stick. Rev. Bellamy ran to avoid trouble and Marshal Hill Lowery appeared on the scene while Dayton was attempting to strike the minister and placed Dayton under arrest. Recorder O. B. Rector fined Dayton \$5.00 and costs.

Fielding Dayton is quiet and industrious man and while he was deeply incensed at his daughter getting married it is probable he would not have attempted violence had he not been under the influence of liquor. At least that appeared to be his condition.

Rev. Bellamy stated that he knew nothing of the attempted runaway Sunday and stated that he would not have performed the ceremony had he known of the escapade Sunday or that there was any objection to the marriage.

The bride and groom went to Creston on the noon train. They will probably make their home here.